

### Amendments to the Specification

Please replace the paragraph beginning at page 6, line 7, with the following rewritten paragraph:

In the surface tear points 10, the web width W3 and the web thickness P3 are dimensioned according to the rubber material or rubber materials of the tread 20 so that, as the tyre is used during driving, the pier or ridge or web 3a - 3d of the invention tears into a certain depth H1, starting from the respective outer surface 22 of the tread, the tear depth H2 H1 being substantially smaller than the groove depth H3 and the slit depth H2. According to the invention, the tear depth H1 should be at least 0.5 mm and at most 1.5 mm of the outer surface 22 of the tread. Preferably the tear depth H1 is near to 1.0 mm, such as 0.8 mm - 1.2 mm. This tearing of the web 3a - 3d can be understood with the help of Figures 9 and 10. As the pattern block 1 bends due to the influence of the change in speed and/or direction of the tyre, a larger deformation occurs in the section of the height of the pattern block, which corresponds to the slit depth in question at a given time, this section being closer to the outer surface 22 and ending to this outer surface, than in the part of the pattern block which is closer to the tyre carcass 25. In the said section near the outer surface 22 and ending to the outer surface, the dimension of which is the said tear depth H1, a shear stress parallel with the slit depth H2 of the slit 2a - 2e is generated to the web 3a - 3d due to bending, the stress exceeding the tear strength of the rubber material on this restricted area, because of the predetermined relatively small cross section of the web determined by the web width W3 and the web thickness P3. Thus, the tread of the tyre contains also upon wearing out, i.e. as the ~~slit~~ groove depth H3 and the slit depth H2 decrease, a tear of the web 3a - 3d extending generally always to equally big tear depth H1 from the prevailing outer surface, i.e. the web is in fact removed from the outer surface 22 to the depth H1. On the dimension H4 of the rest of the slit 2a - 2e, the size of which is thus H2-H1, the deformation of the pattern block 1 is smaller, and the shearing force parallel to the slit is thus considerably lower so that the tear strength of the rubber material is not exceeded, but the web remains unbroken. This configuration of the tread of the invention has the special advantage that the grip properties of the tyre tread are completely or almost identical to those of a tread which would contain continuous and fully open slits and between them tilting or bending rubber sections, such as nubs 8 of the invention, etc.; but simultaneously, also the second advantage is

achieved that, in the lower part of the webs, on the dimension H4, the webs further connect the opposite sides 16a and 16b of the slit to each other so that the total rigidity of the pattern block 1 is identical to or at least close to the rigidity of such a pattern block which has no slits, which again reduces the wandering of the tyre during driving. The webs 3a, 3b, 3c, 3d forming the surface tear points thus connect the adjacent nubs 8 to each other from the bottom 23 of the slits 2 towards the outer surface 22 of the tread from the height of the said measure H4, the measure H4 decreasing as the tyre wears out at the same time as also the slit depth H2 decreases. On each wear level of the tyre, the decreasing measure H4 is smaller than the prevailing decreasing slit depth H2. Thus advantageous effects are achieved, which traditionally have been considered as conflicting or excluding each other.